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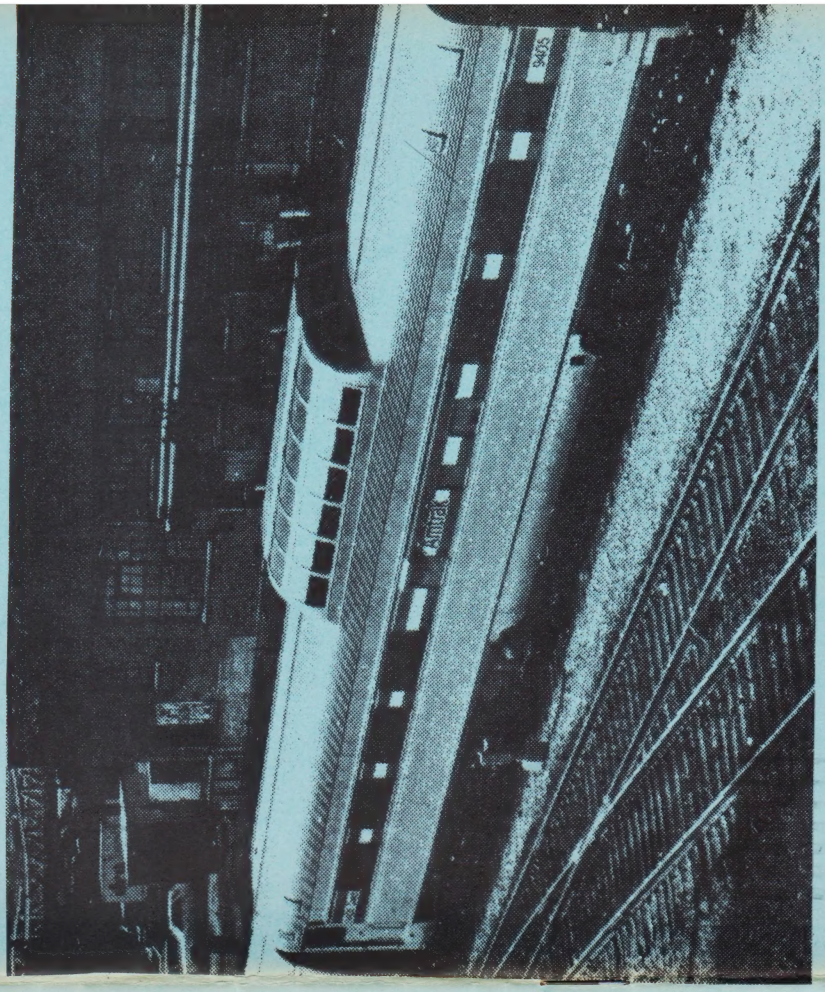
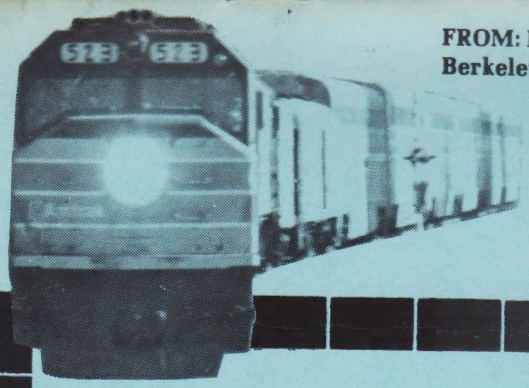
RAIL TRAVEL NEWS



Last Ride on the RGZ



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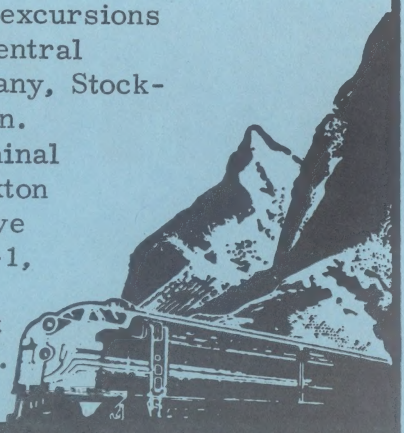
Coming Excursions

Hold open the weekend of May 21-22. Plans are being made for excursions as follows: May 21, on Central California Traction Company, Stockton to Sacramento & return. May 22, on Stockton Terminal & Eastern Railroad, Stockton to Linden & return. Motive power will be historic RS-1, with roundend obs, diner, dome, etc. Contact Great Western Tours for details.



GREAT WESTERN TOURS

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LETTERS

In the last two weeks of April, 1982, a portion of the movie "Sophie's Choice" was filmed on the New York, Susquehanna & Western Railway in the area of Maywood NJ (NYS&W is part of the Delaware Otsego System, based at Cooperstown NY).

The filming was done in a coach bought by the film company from the defunct Adirondack Railway and the private car CACV 4 of the president, Walter Rich, of the DO System.

John L. Treen, NYS&W Rwy Conductor
Hawthorne, New Jersey

Somehow public transportation is something that has passed by the Governor of California. He recalls the wondrous California era of freeway building and says these days shall return and our highways will be safe again, our commerce will move again. Exotic alternative transit whims won't find a friend in this Governor.

By implying that rail services are exotic, and the whim of the previous Governor and his director of transportation, the Governor is violating his oath of office to preserve, protect, defend the laws and constitutions of California and the United States. It is a policy of the California Legislature that the state "encourage rail passenger service as an alternative to the automobile because of such services' high fuel efficiency and in order to relieve heavily traveled highways."

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Most of us go to bed at night, and the Governor is no exception. Recently he should have gone to bed on the SPIRIT OF CALIFORNIA. He would have had a nightcap, studied some papers, or relaxed and chatted sociably, then he would have had a good night's sleep. After morning coffee and perhaps some breakfast on the Sacramento-Los Angeles overnight train, he would have arrived Los Angeles, a few blocks from his destination. But because he waited to fly the next morning, and the airport was socked in, he missed swearing in the new District Attorney.

The Governor, then, has not seen the relevance, the service, the need of the SPIRIT OF CALIFORNIA train, partially subsidized by Caltrans. This train runs because Amtrak won a Caltrans-requested arbitration with the Southern Pacific Railroad. It was a very time-consuming proceeding, and much time was spent before that proceeding. A precedent was established, and the new California Governor would toss this precedent out the window.

Robert J. Swan
Long Beach, California

ON THE COVER

Amtrak dome coach 9405, the first renovated dome to emerge from Amtrak's Beech Grove shops, went into revenue service on the CAPITOL LIMITED out of Washington on March 21, as reported here previously. The car is former Amtrak number 9483, and before Amtrak ownership it was Northern Pacific 556. It came out of Beech Grove on Mar 15. Six other dome cars are being rebuilt into electric head-end power for use on the CAPITOL and other trains. Amtrak photo.

Moving the SAN FRANCISCO ZEPHYR to Rio Grande rails should improve its ridership; at the same time, anyone interested in rail passenger service must regret Wyoming's loss of service. Justifiably, the railfan press has advocated some type of substitution service. At any rate, there is concern for the folks in Wyoming--but what about the citizens of Oklahoma?

Oklahoma's outrageous, but ignored, situation persists. To refresh apparently disinterested memories, the problem is bluntly simple: no service, none whatsoever. For a state of three million, there's neither one single train nor the prospect of one. Oklahoma remains the Amtrak system's outstanding omission.

You who live around the country, please remember that we who live in or near Oklahoma have written letters, talked with politicians, and generally supported improved rail passenger service for the whole nation. We have rejoiced with you in every hard-fought gain from your refurbished depot to your re-equipped train. But I am beginning to feel that Oklahoma has been abandoned.

Thanks, railfans and railfan press, for supporting Wyoming, but give some thought to my first question--what about Oklahoma?

Blair Denny
Winfield, Kansas

As readers in this part of the country know, the Midwest and Southeast have been hardest hit by Amtrak cutbacks: FLORIDIAN, NATIONAL LIMITED, SHENANDOAH, HILLTOPPER, over one-half of CARDINAL, Peoria and Dubuque trains.

If the thru cars Kansas City-New Orleans become a reality and ridership meets expected goals, then why not let the CITY OF NEW ORLEANS become a "City of Everywhere" and add a Florida section to split in Fulton or Memphis? Even a trial period of tri-weekly service would probably produce a good load factor.

This route (ICG) is probably not the best choice, but would incorporate fewer reopened stations, less new mileage, etc. As most of your readers know, there are more possible routes between Chicago and Florida than about any other route. Most people may be surprised to know that there are six north-south routes thru

Kentucky and Tennessee.

Most people will agree the FLORIDIAN never had a good chance with poor track conditions, detours, slow schedule, derailments, schedule changes, poor equipment, etc. The list could go on and on. However, the last year of operation saw most of the above greatly improved. The sleeper was frequently sold out with many people desiring an upgrade that was not available, on time performance, and better equipment. Statistics show ridership was up over 60%--more than any other route. I believe that if given more time, the train was ready to turn the tide for the better.

Don Clayton
Madisonville, Kentucky

Wide World phot

The northbound CRESCENT, with 321 passengers aboard, derailed at 6am in Rockfish VA in a remote area, after hitting a mudslide on the tracks that heavy rain had washed across the rails during the night. The train was reportedly traveling at 50mph. The two engines, #260 and 325, derailed along with 7 cars (of the 12-car train). Twenty-two passengers were injured. The mishap occurred on Apr 3.

★ RIO GRANDE INAUGURAL DELAYED BY SLIDE

Elsewhere in this issue is a report by editor James Russell of a last trip on the RIO GRANDE ZEPHYR, westbound on Apr 11. As it happened, only two more full runs of the train were made, eastbound on Apr 12 and westbound on Apr 14, before a mud slide blocked the track in Utah, making it impassible. Mud began sliding over the Rio Grande track late on the night of Apr 14 at Thistle, Utah, roughly halfway between Provo and Soldier Summit. The westbound RGZ was past before the slide began, but the next train, a freight, was halted. Over the next several days the mud kept coming until it had dammed up the Spanish Fork River, creating a 3-mile long lake that completely buried the tiny town of Thistle, where 22 families lived. Photos showed only the (freight) train station roof visible above the

(continued on page 17)

RAIL CANADA

VIA'S MAY 29 TIMETABLE will include some important changes, VIA said. An experimental direct service will be introduced between Montreal and Gaspe, including sleeping car, to replace the current railiner service which requires a change of trains at Matapedia to connect with the OCEAN. VIA recently got CTC approval for this. Two LRC trains will be assigned to Montreal-Ste-Foy instead of one. VIA also got CTC approval to have the introduction of snack and beverage service on the Edmonton-Calgary railiner coincide with the change of timetable. VIA said that to cut costs some cars will be removed from the eastbound Eastern Transcontinental at Moncton, since the heaviest traffic is between there and Montreal. But it will remain a full-service train thru to Halifax, and the cars will be taken on again at Moncton for the westbound run. The Montreal-Halifax OCEAN will continue with a maximum consist of 18 cars, while west of Toronto the CANADIAN will have 18 cars to Calgary and 20 between Calgary and Vancouver.

A TRAIN BROCHURE for the OCEAN is shown here. The train will have economy cuts made on May 29, as noted above.

TERRA TRANSPORT (CN Newfoundland) mixed trains will be up for CTC hearings for abandonment this year. CN hides these trains from the local public, so ridership is low. You can expect this year to be the last year for them.

VIA'S NEW MEAL service is not microwave, despite reports in other journals. There are two cooked meals for each sitting, and they are changed daily. The passenger pays the service assistant when making a meal sitting, goes to the diner, presents the ticket, and is served a very hearty meal, from soup to dessert. This summer the CANADIAN is to run one diner, with the Skyline dome in full service as a diner, and a snack coach in the 3200-series. VIA is trying to encourage passengers to eat in their rooms, and to have drinks delivered by the sleeping car porters to the passengers. Trains 7 & 8 between Capreol and Winnipeg currently have no diner.

OVER 250 CARS are being sold by VIA, including all the ex-Milwaukee Road big domes. The "Jasper" and "Columbia" are stored in Vancouver, and the "Fraser", still in CN colors, is in Winnipeg. The "Columbia" had been serviced in late Feb and is reported sold to an American buyer for $7000. Also being sold are the "I" series 24-duplex roomette sleepers, the Crusader cars, and many ex-CN diners. VIA has sold several coaches to the CTCUM for its passenger operations. The two Turbo-Train sets are now stored in Montreal's Central Station. All remaining "Park" series domes are in service, and most of the CP stainless steel fleet appears to be alive and well. CP diners are being modified for more storage, and should be used on the CANADIAN this summer.

FALL SCHEDULE CHANGE rumor is that the CANADIAN will leave Montreal at 11:30 pm and be combined with the CAVALIER rather than the BONAVENTURE. The new Gaspe train might replace the STE-LAURENT.

SOME "PARK" SERIES domes on the CANADIAN have had their murals removed. One such car is "Revelstoke Park", and rug matting is substituted. The domes are getting glass front windows for much better visibility. Small clips have been added to the dome sets for the VIA litter bags, and postcards and stationery (picturing the defunct SUPER CONTINENTAL!) are being placed in the writing desks.

THE EASTBOUND CANADIAN becomes the LAKESHORE/CANADIAN/EXECUTIVE with the EXECUTIVE being cut off at Brockville for its run to Ottawa. The CANADIAN is remarshalled four times on its 3000-mile trip, with sleepers to Winnipeg, Calgary, and the addition of a separate section for the LAKESHORE and EXECUTIVE. Power is changed in Toronto, Winnipeg and Calgary, and engines range from ex-CN FPA4s to ex-CP FP7As and 9As to ex-CN FP9As and Bs (with freight power thrown in in the Rockies). VIA ownership of an engine is shown by a small "VIA" next to the engine number. On this basis, most of the ex-CP F7s and F9s, while in VIA colors, are leased and not owned by VIA.

GREATER WINNIPEG WATER District may run again this summer. The fare would be increased from $4 to $9, and would include some much-needed refurbishing of equipment. One coach would be replaced for $50,000 and the rest would go to current stock. The higher fares would cover only half of its $30,000 operating costs. This train runs only on Sundays, and might have special trips for the Model Railroaders' Convention in Winnipeg during the summer.

CANADIAN'S ON-TIME RECORD this winter was reportedly 90%, due to mild weather and better railroad cooperation (and perhaps fewer freight movements due to the recession).

WINNIPEG-PRINCE RUPERT schedule might be introduced this summer. At the present, the Prince Rupert train is three cars, with sleeping space being sold in the crew/baggage car in the form of roomettes. The consist is generally an F unit, steam generator box car, diner-lounge-crew-baggage car, and coach. In the summer it can run up to 8-10 cars, depending on the tourist business.

CITY OF JASPER'S Chamber of Commerce wants the SUPER CONTINENTAL back, and reportedly will pursue the matter in court.

LRC MAINTENANCE FACILITY is being set up by VIA in the old CAN-CAR plant in Montreal. VIA wants eventually to do all its own maintenance. GO Transit had serviced the LRC equipment, but needs all its facilities for its own service, which is growing by leaps and bounds.

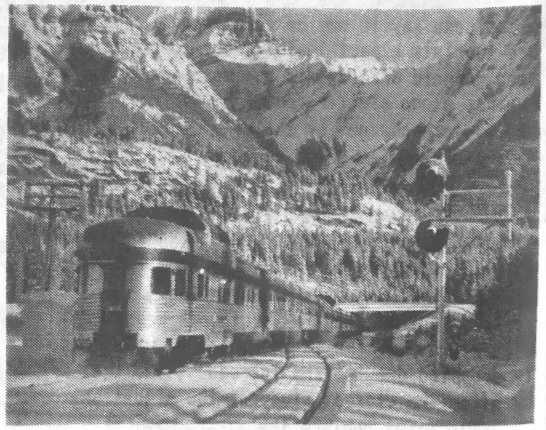
THE TORONTO NEWSPAPER Globe & Mail reported in late March on an opinion poll recently made which showed that 83% of Canadians favored reducing the number of government employees, while only 40% wanted to reduce passenger rail and ferry services. This in spite of the fact that 55% favored reducing mail service to only three days a week to cut federal costs!

PROVINCE OF ONTARIO will purchase the Hawker-Siddeley plant in North Bay. The plant is to build streetcars and rapid transit equipment.

MONTREAL COMMUTER SERVICE schedules have been extended. Windsor Station now has Sunday service, and Central Station has much better off-hour and weekend service.

VIA POSTED NOTICES in Windsor Station to combine its Montreal operations in Central Station, and to remove its Budd car service to Quebec City (Ste-Foy).

CALGARY-SOUTH EDMONTON run starting May 29 should have a food service car and connecting bus to the downtown CN station.



The CANADIAN will run 18 cars this summer.

VIA REPORTEDLY CANCELLED an order for 43 bilevel cars for the transcontinental train. It may get new engines for the western end of the CANADIAN.

URBAN-SUBURBAN TRANSIT

NEW TRANSIT SYSTEMS now can be built with federal funds. After a meeting between UMTA and the Office of Management and Budget on Apr 18, the policy change was announced. Until now, the Reagan administration was opposed to use of DOT money for new transit systems. The OMB said, however, that only the most cost-effective proposals would be considered. Among major cities that will be affected by the new policy are Houston, Atlanta, Detroit, Los Angeles, Miami and Santa Clara CA. Congress has been recently pressing the OMB to relax its policy.

METRO-NORTH TRAIN service in New York resumed on Apr 18 after a 6-week strike. For the first day, rides were free, a move hoped to lure back passengers to the line (transit strikes always result in lost patronage after service resumes). The strike issues are to be settled by binding arbitration while trainmen go back to work. Many trains were reported late on the first day of resumed operation.

NEW JERSEY TRANSIT'S strike ended on Apr 8, after 34 days.

LAKE TAHOE BASIN development plans had public hearings beginning on Apr 7. The plans call for a monorail transit system or other fixed rail system at South Lake Tahoe, and transit ferries running across the lake.

WASHINGTON'S METRO SYSTEM General Manager Richard Page announced on Apr 4 that he will resign in June to become head of a Seattle business think tank, Washington State Business Roundtable.

THE FLORIDA DOT and the House Transportation Committee in that state met on Apr 11 to report on the start of a 1-year study of a 3-county commuter transit system. Under discussion is a rail commuter run between Miami and West Palm Beach, with two or three trains daily to begin by 1985. Officials said that the Florida East Coast was uninterested in such a service, but they felt that the Seaboard Coast Line would be more receptive. The service would cost the state $3 million per year.

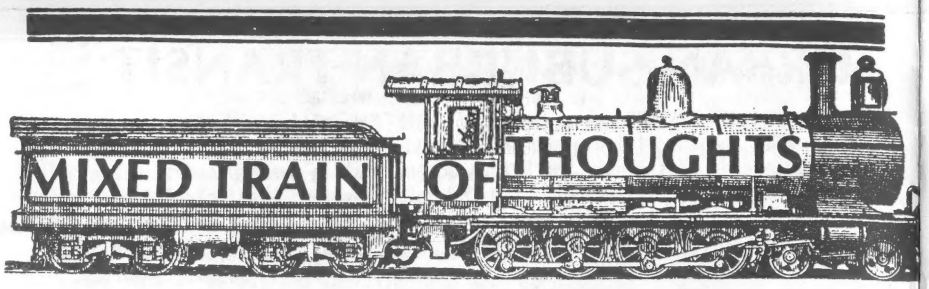
NASSAU COUNTY, NY officials said on Apr 18 that they will not buy buses built in Rumania, in protest of that country's repressive policies. An MTA subsidiary had earlier proposed the purchase of the 95-passenger articulated vehicles, and an official of that agency pointed out that only the chasses were made in Rumania, while the other portions were built in Holland, Germany and the U.S.

ROHR INDUSTRIES INC. is being sued by the Grumman Corp, which bought its Flxible bus division in 1978, reported the Wall Street Journal (Apr 20). Grumman claims that Rohr deliberately hid from Grumman defects in the buses which later surfaced and caused Grumman much grief. Grumman is asking $500 million.

DALLAS AREA RAPID TRANSIT Board on Apr 10 finished most of the work on its regional transit plan, and voted to build 69 miles of transit line by 1995. They will include a subway, a transit mall and nine rail lines. In two later phases, 62 more miles of rail line are to be built by 2000, and 29 miles more by 2010. The Dallas Times Herald had nothing but praise for the work of the DART Board, noting that it had risen above parochial interests and sought to serve the greatest number of citizens in the shortest possible time. In August a public vote will ask for the establishment of a permanent transit authority for the area. Voters will also be asked to approve a 1-cent sales tax to pay for the $3.1 billion system. A 21-mile bus and vanpool lane along LBJ Freeway was also approved by the Board as part of the system. Still not decided is what type of rail vehicle will be used. That decision will probably be made by the permanent board when it is formed later in the year.

VANCOUVER, BRITISH COLUMBIA rapid transit construction is well underway. Cars BC 01 and 02 arrived last month and are stored at the Main Street Terminal in a former CN warehouse. There will be a full demonstration on Jul 6 at the station in front of the CN/VIA terminal. The cars reportedly have a brilliant color scheme, using "BC" and the British Columbia flag on the sides.

METRO-NORTH'S new M3 cars were given a sneak preview in mid-April.



AMTRAK'S NEW EQUIPMENT was the topic of a news conference that Amtrak President Graham Claytor held in New York on Apr 5. He said that with delivery of the most recent order of cars this spring, Amtrak will enter its peak travel months better prepared than at any time in its history. Delivery of the last nine of a 150-car order of Amfleet II coaches and lounge-cafe cars is expected by mid-May. He said the forthcoming auto-ferry service may be equipped with some Amfleet II coaches. Some of the dome cars being refurbished at Beech Grove may also go on the auto-ferry, Claytor said. The two slumbercoaches being rebuilt will bring to 25 the number of these cars available for Eastern long-distance trains. Some will be added Apr 24 to the CRESCENT. Claytor said that delivery of new and rebuilt equipment resulted in these improvements in 1982: Almost 90% of cars were available for service, up from as low as 81.6% in 1979; systemwide on-time performance reached 79.1%, the 4th year of continuing gains, and up from 57% in 1979; air conditioning failures last summer fell to 153, compared with 331 in 1981, 980 in 1980 and 1233 in 1979; written customer complaints declined to 12 per 10,000 riders, compared with 13.4% in 1981, 22.3% in 1980 and 25.2% in 1979. He said Superliner cars are undergoing maintenance checks at Beech Grove and will undergo up to 92 modifications. The 70 Superliner sleepers will each have a toilet and washroom installed on the upper level, and two of the lower-level toilet washrooms will be combined to provide dressing room space in both sleepers and coaches. Other modifications range from a new dual brake system in all cars to improved refrigeration in diners, more baggage storage space in coaches, and installation of a coffee dispensary station in sleeping cars. Claytor said plans are on the drawing board for a new single-level sleeper and a single-level diner, which eventually will replace the Heritage equipment. He said Amtrak will first build prototypes of each car and put them in service for 18 months to two years to determine what parts need improvement. "We're not going to order any new car in quantity until it's run onthe railroad and we've fixed everything, even to the exact location of the light switches", he said.....

★ ★ ★

GOLDEN SPIKE AWARD was being presented by rail supporter George Falcon on behalf of NARP to Amtrak President Graham Claytor at the Amtrak Board meeting in Washington on Apr 20. The award was presented to "salute his continuing success at enhancing the credibility of Amtrak in the transportation world with improved dining car service, restoration of dome cars, and the re-establishment of the CALIFORNIA ZEPHYR across the Rocky Mountains." The NARP Board was holding its meeting in Washington the same week as the Amtrak meeting.....

THE CRESCENT, TRAIN 19, on Apr 7 was halted at Hattiesburg MS due to flood waters over the SR tracks just south of that city. Passengers were bused on. The train was deadheaded north to Meridian and train 20 of Apr 8 originated there. From Apr 8-10 the train were allowed thru to New Orleans, but had to proceed at 10mph for seven miles thru the flooded Paarl River swamps between Picayune MS and Slidell LA. The slow order cost the trains about 40mins each. All trains were preceded thru the swamp by an inspection car.....

AMTRAK BOARD MEETING of Apr 20 will include on the agenda commitment approval requests for the following: Single-level car program - prototype construction; NE Corridor night and interlocking maintenance equipment; Temporary station facilities in Tampa FL; and Philadelphia 30th St. Station parking. There will be a resolution authorizing institution of auto-ferry service, and one approving 403(b) cost methodology.....

THE ORIENT EXPRESS is having more than one revival. Besides the London-Venice run arranged by Sea Containers company, another London company, Voyages Jules Verne, plans to begin twice-monthly trips over the whole length of the original ORIENT EXPRESS--Paris-Istanbul. The first trip, next Oct 4, is in remembrance of the 100th anniversary of the train's inauguration. After the Oct 4 run, twice-monthly operation will begin in May, 1984. The travel agency sponsor is having four old Wagon-Lits cars refurbished for the operation. There is a capacity of 120 on the train, and reportedly 90 places have already been reserved. The trip by rail ends at Varna on the Black Sea, and passengers then transfer to a ship for the last portion thru the Bosporus Strait to Istanbul. Full price for the run is $1887, including return air fare to London. The agency said the runs will not be as glamorous as the Sea Container operation, but are only to "commemorate the founding of the train".....

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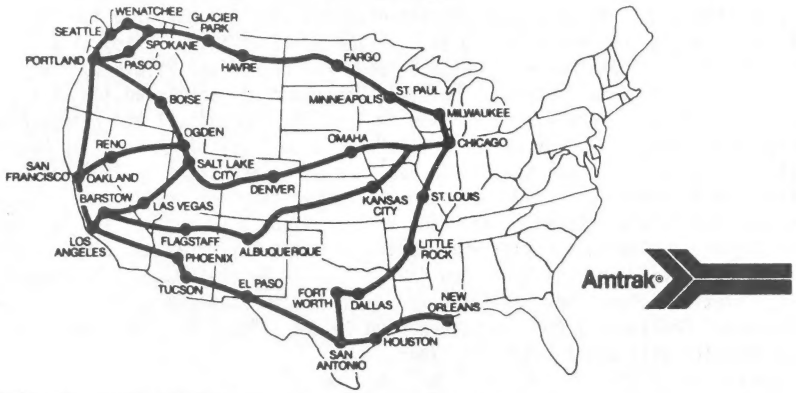


AMTRAK'S SPRING TIMETABLE, effective Apr 24-Oct 29, was available for distribution about two weeks before the effective date. The 60-page timetable is printed in gray and bears a full-color photo of an Amtrak Turboliner on the cover, with the caption "All Aboard Amtrak." It's the same photo used in ads and brochures in the current "All Aboard Amtrak" ad campaign (see RTN #260, page 19, for photo). The Amtrak map has a major change, of course, with the Rio Grande route thru Colorado now being part of the San Francisco-Chicago line. The map above is of Amtrak's Superliner routes, and is shown on page 42 of the folder. Most, if not all the schedule and service changes in this timetable have already been previewed in RTN. Trains 606 and 613 between Harrisburg and Philadelphia have become express trains--the KEYSTONE EXECUTIVE EXPRESS--and run on a 1hr, 39min schedule.....

★ ★ ★

DINING CAR COMPARISONS were interesting to make on our trip earlier this month to Denver and back on the SFZ and RGZ. Amtrak diners were using paper tablecloths, a silk flower in a vase, and stainless steel cutlery. (On the return trip the diner had plastic cutlery, due to an error in stocking.) Amtrak food comes in airline-style plastic containers on a tray, while in the D&RGW diner china plates and bowls were used, in the traditional manner. The latter also had white linen tablecloths (with the CALIFORNIA ZEPHYR insignia), but paper napkins, and no flowers on the tables. Amtrak food was more uniform in quality than on the D&RGW.

D&RGW food ranged from excellent to poor, while Amtrak food was uniformly--well, mediocre. The one highlight of the Amtrak menu, however, is the hamburger. The meat we found large and lean and very nicely freshly grilled, with the roll warmed nicely on the grill. No microwave oven here. But otherwise, Amtrak meals tend to be skimpy, and we usually go away from the table hungry. Breakfast is the worst meal on Amtrak (while it was the best on the D&RGW). The only egg selection available is greasy scrambled eggs. Amtrak should make it possible to obtain eggs with pancakes, and the manner of cooking eggs should be selectable by the patron. Amtrak prices were not high, however. D&RGW prices were not high, either, considering the higher quality food and more elaborate service. Service in the Amtrak diners was good, but the food always took a long time to come. D&RGW service was fast and smooth and efficient all the way around, and not pushy. We feel that Amtrak should take a cue from Great Britain and try an outside concession to run their food service.

★ ★ ★

NE CORRIDOR IMPROVEMENT PROGRAM is in its 7th year now. In early April Amtrak reported on its progress and what will be done in 1983. The bulk of track work has been completed. Now, with permission to operate at top speeds of 120mph, one of the primary goals of the project is within reach. Two of the four maintenance of way facilities were completed in 1982--Providence and Perryville--while Odenton MD was completed in late 1981. The Adams base near New Brunswick NJ will be completed this year. Major signal and interlocking work is scheduled for 1983, with 29 interlockings as this year's goal, and the start of installation of a Centralized Electrical Train Control system between Washington and Wilmington is part of the 1983 program. Baltimore and Potomac Tunnel work is scheduled for this year, and at least 50 bridges will be worked on, and the Connecticut and Thames River Bridges are slated for completion. Major electric traction work on the New Rochelle to East River Tunnel segment in New York will take place in 1983, with rehabilitation beginning on a new power supply. Other catenary system work will occur between New York and Washington. Work will continue this year on the New York and Wilmington service facilities. The newly-renovated Baltimore and Trenton stations will be unveiled, and the brand new New Carrollton MD station will be opened. Major station renovations beginning this year are at Providence, New Haven and Stamford. Preliminary work is underway on Boston's South Station, and major reconstruction will start later this year.....

★ ★ ★

GREAT AMERICAN RAIL ROADSHOW is being held in Washington DC Apr 23-24. This Family Days-type show is being billed as one of the biggest rail expositions ever held in the U.S. Amtrak and freight railroads will be represented, and Amtrak is advertising a "rare east-coast visit by the fabulous Amtrak SUPERLINERS (as seen on television)", a newly rebuilt "VISTA-DOME CAR", a 1920's Presidential private car, diesel locomotive, real caboose, etc. Visitors can take 45-min rides on an Amtrak excursion train for a nominal charge. NARP will man booths at the show, and was calling for volunteers to help out. NARP will be holding a Board Meeting in Washington in conjunction with the Family Days.....

IGNORING THE BUSINESSMAN: The Toronto Globe & Mail ran an article on business travel on Feb 21. In the rail section it ran an upbeat report on how more businessmen are using VIA service. But when it got to Amtrak it said that "Amtrak...has runs geared to business travelers... but a spokesman said the rail line is not making a significant effort to improve the service. 'To be frank, the service promotes itself in that we kind of see the service being used by executives who are a little leery of flying. Our big marketing effort remains with regular passenger travel.'" Comments a Canadian rail observer: Amtrak has a little gold mine and doesn't recognize it. It's time their marketing people woke up and publicized specific routes and got going with an Amtrak I service (an allusion to VIA I First Class service).....

(continued on page 16)

Around the Rockies, Then Thru Them: Last Ride on the RGZ

JIM RUSSELL

With the last major privately-operated U.S. passenger train, the RIO GRANDE ZEPHYR, being taken over by Amtrak on April 24, there was little time remaining to go have a last ride on that train to experience once more the classic pre-Amtrak passenger train operation.

The RGZ was reported sold out on weekends for the rest of April, but there were a few places remaining on a tour sponsored by Great Western Tours, so we opted for that trip, which would leave Oakland on April 9. Traveling to Denver on the SAN FRANCISCO ZEPHYR, we would spend overnight there and ride the RGZ westbound on April 11, connecting with the SFZ again for the return to Oakland.

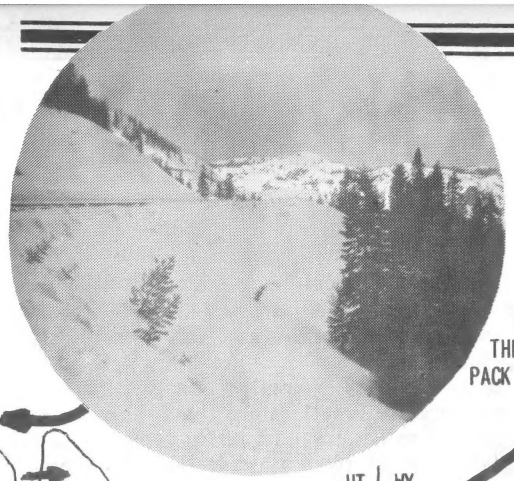
Amtrak train 5 left Oakland on time at 1:05pm under a sky of broken clouds, which would prevail thruout our journey. As we drew into the High Sierra we entered a snow-covered country hit by an extraordinarily heavy snowfall this year, so that the snowpack is the deepest since records have been kept. From the smoke-filled Sightseer lounge car we watched clouds thicken as we mounted the Sierra, but no snow fell. It was dark when we reached Reno, where a large group of revelers, traveling to that gambling city, detrained. The colorfully-lighted casinos slid by our window in the dark.

Every train trip brings some surprises. This evening we discovered that it's possible to activate the shower in the deluxe bedroom even tho the control button is protected by a metal bar. The next morning we would have another surprise: we were running 2 hours late. Our lateness was caused by a freight derailment on WP in Nevada, forcing us to detour on the westbound SP main. Then, there were slow orders for the crossing of the Great Salt Lake. The water there is so high that it menaces the SP track (see RTN 263, page 16).

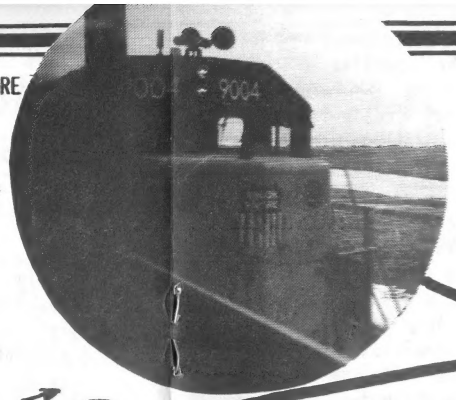
Not only would the RGZ run by a last ride for us, but the coming run across Wyoming, on the historic Overland Route, would probably be our last look at the high, snow-covered plateaus of that state, at least until another Amtrak route is activated there. So we were watching intently the scenery from the SFZ, mentally comparing it with the RGZ scenery we would encounter tomorrow, on the route to which this train will soon switch. Our crossing of the Great Salt Lake was slow, but all in daylight over breakfast--a most interesting activity. The Utah landscape is stark and intriguing. The big mountains rise abruptly from the flat desert, suggesting some kind of painted murals on the horizon.

At Ogden we pulled alongside the DESERT WIND which was waiting for us for the exchange of cars. Our train lengthened by five cars there from what it was once the cars for Reno travelers were left off at Sparks, Nevada. We got two cars from the PIONEER and three from the DESERT WIND. And we got a UP engine at the front, in addition to our Amtrak engines--UP 9003 was added on the point.

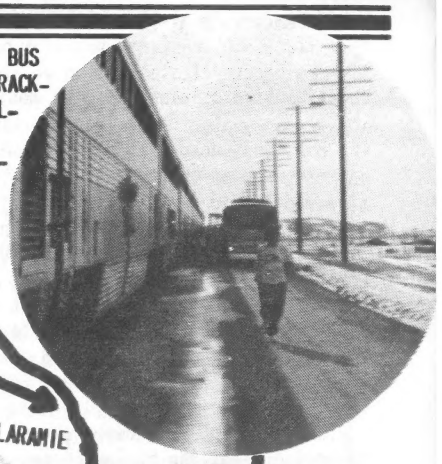
At 8:50 we took off across Utah. Our first stop in Wyoming was Evanston, at 10:12, only about 45mins late. Wyoming scenery is interesting, but there certainly is enough of it--all the same--that filling the whole day with it is a bit much. Finally we reached Borie, a place we'd never seen on the SFZ. That's the location outside Cheyenne at which Amtrak drops and picks up passengers for Wyoming's largest city, avoiding the city itself and its stub-end station. Borie is certainly an isolated and barren location. We stopped with the Amtrak station, a tiny shack, near the front of the train and a waiting chartered Greyhound bus near the rear. We were there at 4:23, now a half-hour late. With some 95mph running we gained more time so that we reached Denver at 6:15, only 10 minutes late.



IN THE SIERRA, THE HEAVIEST SNOW-PACK IN HISTORY.



7 MINUTES BEFORE LARAMIE OUR TRAIN 6 MET TRAIN 5, WITH UP ENGINE 9004 AHEAD OF THE AMTRAK UNITS.



A GREYHOUND BUS WAITED AT TRACK-SIDE AT ISOL-ATED BORIE TO TAKE PAS-SENGERS TO CHEYENNE.

OGDEN

UT | WY

LARAMIE

WYOMING

COLORADO

BUS

SALT LAKE CITY

GREAT SALT LAKE

Amtrak

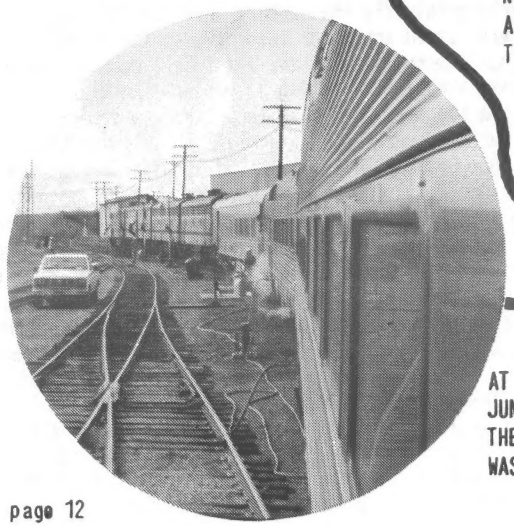
MOFFAT TUNNEL

DENVER

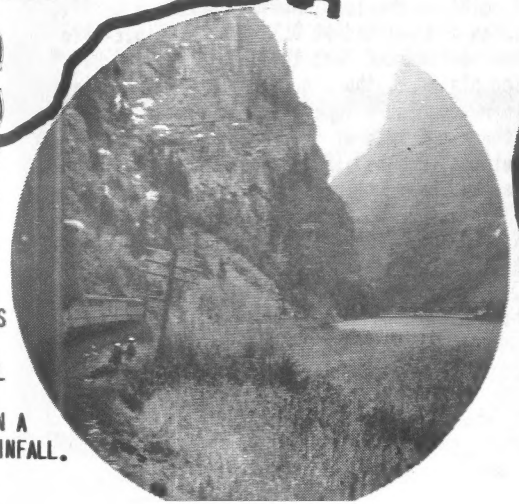
Rio Grande

NOTE THE AMAZINGLY CLEAN FRONT DOME WINDOWS AS THE RIO GRANDE ZEPHYR CLIMBS THE ROCKIES TOWARD MOFFAT TUNNEL.

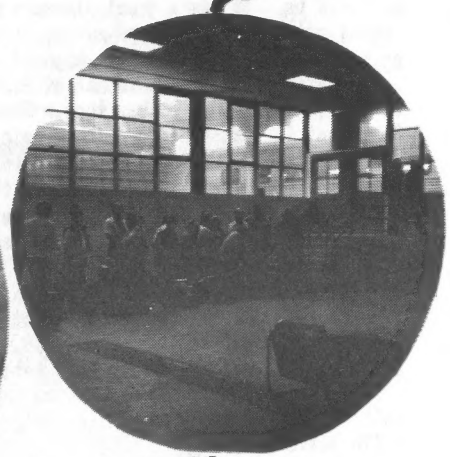
UTAH | COLORADO



AT GRAND JUNCTION THE RGZ WAS WATERED.



THE RGZ WENDS ITS WAY THRU BEAUTIFUL GLENWOOD CANYON IN A MISTY RAINFALL.



A LONG LINE OF PEOPLE WAITED TO BOARD THE RGZ AT DENVER UNION STATION.

At Denver a huge crowd waited to board our train for the remainder of its trip to Chicago. A chartered bus took our tour group of 32 to the Executive Tower Inn.

Morning came too soon, for we had to be at our bus at 6:30 for the return to Union Station to board the RIO GRANDE ZEPHYR. A long line had already formed in the station, stretching from the passenger gates back to the station entrance. The P.A. announced that car "Silver Bronco" was reserved for Great Western Tour patrons. After what seemed a long time, the gates were opened and passengers streamed toward the waiting 10-car, 6-dome train; Rio Grande was using almost all its equipment to handle the swollen passenger counts of these last runs.

Our train pulled out at 7:33, three minutes late. Outside (and all along our route today) we were the target of railfans' cameras as scores of trainwatchers were determined to record the last days of this famous domeliner. Inside there were a lot of empty seats, despite the reports of sold-out conditions. Probably the majority of our riders were railfans, and among them were unfortunately a few immature individuals who showed little or no courtesy toward their fellow passengers.

The crew members, however, were highly courteous and professional, and seemed determined that the history books would record that the operation of this train ended in style. The dining crew did an especially excellent and difficult job. We were advised to line up for the diner before departure, and about seven minutes after our wheels rolled, the diner opened and we swarmed in. Service was amazingly fast, even faster than the Amtrak diner, where they didn't have to cook the food from scratch. For breakfast we ordered breakfast steak, which came with two eggs cooked to specifications, and toast. At $7.95 this was not expensive, considering the good quality and the excellent service. The steak was large and tender and cooked just right. Eggs were fried easy over, exactly as ordered. Many riders were ordering the famous French toast, and many photos were being taken of the breakfast tables and the food. (Tables had white linen "CALIFORNIA ZEPHYR" tablecloths, with paper napkins, stainless steel cutlery, and no flowers. There was no plastic in sight.)

During breakfast we began losing time because of slow orders along a cut which was threatening to slide onto the tracks. We ran 15-30mins late thru most of the trip, tho due to padding we were able to reach Salt Lake City only 8mins down.

The car assigned to us was "Silver Bronco", the first dome coach just behind the diner. We were pleased to find the dome windows, especially the front windows which seem habitually difficult for railroads to keep clean and clear, as clear as could be. It was a great pleasure to watch the front of our train snaking thru tunnel after tunnel, around curves, past giant evergreens and snow-covered banks as we climbed steadily to the highest point on the line, Moffat Tunnel at 9239ft.

We entered the famous tunnel at 9:25am and emerged at 9:33 3/4. The 6.2-mile bore took 8 3/4mins to pass thru. Someone remarked that this route has its Big Bore, but it's shorter than the Wyoming plateaus, the big bore of the SFZ route.

At about Glenwood Springs, which we reached at 1:15pm, we went to lunch, and devoured a fine turkey sandwich. On the right side of the train, just before it stops at the depot, can be seen billowing clouds of steam arising from the famous hot springs that draw tourists from far and near.

The weather forecast in the Rocky Mountain News which we picked up called for worsening weather later in the day in Colorado, and in Utah, which we were steadily heading for, the warning was that it would turn "much colder" today, with "periods of snow, ...heavy at times". Indeed, after Glenwood Springs more rain began, and it would later be much colder as we neared Provo.

At precisely 4:05 we crossed the boundary into Utah. The crossing occurs in colorful Ruby Canyon, and on the canyon wall on the right is painted in large white letters "UTAH-COLORADO".

We lined up for dinner before 5:15, when the sign on the diner door said it would start serving. We couldn't resist ordering one of the specialties of the D&RGW dining car, Boneless Rocky Mountain Trout, Saute, Lemon Butter ($9.95).

The trout was excellent, but the accompanying carrots were from a can and the mashed potatoes were the instant variety. For dessert we had ice cream ($1.25) which was vanilla (no other choice) and was of the quality of cheap supermarket ice cream--a far cry from the good Haagen-Das ice cream that Amtrak says it will use. Again, service was top notch, and the diner was full, with a constant line of waiting patrons (as had been the case for each meal).

CONSISTS OF THE AUTHOR'S TRAINS

SAN FRANCISCO ZEPHYR, train 6, leaving Ogden Apr 10: engines UP 9003, Atk 300 & 354; cars 1173, 1150, 39914, 32066, 38009, 33015, 31019, 31023, 34077, 32025*, 34036**, 39958**, 32059**. (*from train 26; **from train 36)

*RIO GRANDE ZEPHYR, D&RGW train 17, Denver Apr 11: engines 5771, steam generator 253, 5762, 5763; cars 1230 baggage-coach, diner "Silver Banquet", dome "Silver Bronco", dome "Silver Colt", dome "Silver Pony", dome "Silver Mustang", dome lounge "Silver Shop" (not in use as lounge, running hot), "Silver Pine", "Silver Aspen", dome lounge observation "Silver Sky."

One regrettable incident occurred at dinner. The diner closed down at 8:15 while there were still 10 to 20 people in line patiently waiting. A shouting match ensued, but a number of passengers went hungry, and several in our group had to locate an eating place in Ogden--not an easy job at 10:30pm.

Our arrival at Salt Lake City was at 9:38--the end of the line for the RGZ, and the opportunity for our last look at the train. Fifty people were going on to Ogden to connect with the SFZ, and a large casino bus had been chartered for us. It was waiting outside the station, and left at 9:51 for an interminable drive to Ogden, which we reached at 10:36. The SFZ pulls into Ogden at 11pm, and tonight it was blessedly on time. We were allowed to board immediately, a fact which gives one 50mins to get ready for bed while the train sits in the station during its meeting with the PIONEER and DESERT WIND.

We left 8mins late and bumped off down the track in the direction of Nevada. The Great Salt Lake slow orders put us 1hr, 40mins late during the night. On the SP, with its conservative speed limits, there is no fast running, but due to padding in the schedule we were able to reach Oakland at 4:16pm, only 36mins down.

As we reached Sparks, snow was beginning to fall, but by Reno the snow had disappeared. We had a beautiful crossing of the Sierra, with sunshine and clouds above us. At 11am we crossed the summit of the range, in a long tunnel.

Soon we were back home, after another enjoyable and memorable trip on the rails. Altho all our trains had been somewhat late, we never had any problems of connections or late hours. It was all smooth and effortless on our part, and credit must go to Dick Reynolds, owner of Great Western Tours, for a fine rail trip.

Carl Loucks

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MOVING?

Be sure to send RTN your change of address as early as possible. Don't rely on the Postal Service to forward your mail!

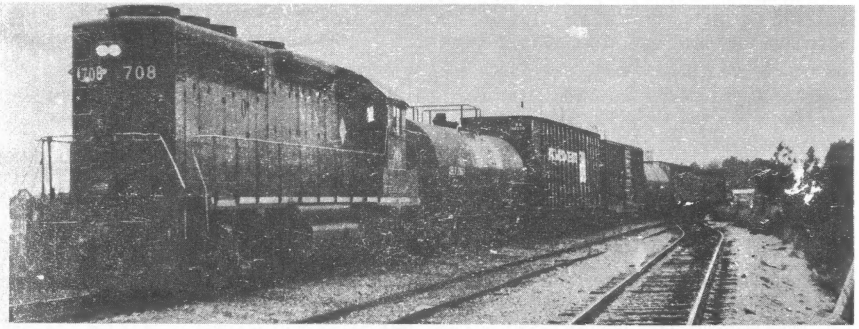
★ TOP CORRIDOR SPEED IS NOW 120 MPH

Amtrak president Graham Claytor announced on Apr 5 that the Federal Railroad Administration had granted Amtrak permission to operate at top speeds of 120mph for the first time on some upgraded segments of the Northeast Corridor. Previous top speed had been 110mph. About 50 miles of Corridor are eligible for the faster limits. Amtrak said it may upgrade additional Corridor miles to the 120mph standard.

MIXED TRAIN OF THOUGHTS

(continued from page 10)

THE GEORGIA RAILROAD'S (now Seaboard System Railroad's) mixed trains will be discontinued. On Apr 5 the Georgia Public Service Commission voted 6-1 to approve the railroad's discontinuance petition. The branch line passenger service will cease after the runs on Friday, Apr 29, and the main line passenger service between Atlanta and Augusta will end after the runs on Friday, May 6. The photo below, taken by Lyle Key, shows then SCL mixed train 530 en route from Milledgeville to Camak, Georgia on Dec 10, 1982. Consist of the train was engine WofA 708; cars: 4 freight cars, coaches GA 106, GA 120,SCL caboose 902. The coaches usually ran on the main line Atlanta-Augusta trains, but were on this train to accommodate a special school group of 80 passengers.....



WYOMING RAIL SUPPORTERS are continuing efforts to oppose loss of Amtrak service to their state. The state attorney general's office on Apr 11 filed a protest with the ICC. The state was reportedly also going to court on Apr 19. The details of the court suit are not available as we go to press. Byron Nordberg of Citizens for Rail California agreed with Wyoming supporters and said "Amtrak has chosen to behave with arrogance and a public-be-damned attitude. D&RGW and Amtrak together have determined to behave with contempt toward the interest of Wyoming residents as well as toward the travelers who choose rail for transportation as opposed to scenery purposes".....

CALTRANS ASKED AMTRAK this month to proceed immediately with station renovation on the SAN JOAQUIN route. Late in January Caltrans had asked that it be halted, before Gov. Deukmejian relented and decided that the SAN JOAQUINS can remain in next year's state budget.....

THE NORTH STAR begins daily operation on Apr 24. St. Paul departure is 8am, with arrival in Duluth at 11:35am. It leaves Duluth at 6pm, for a 9:30pm arrival in St. Paul.....

STATE OF PENNSYLVANIA has withdrawn its support from train 620 (Harrisburg-Philadelphia daily except Saturday), and it is discontinued as of Apr 24. Train

621 will also be discontinued, Amtrak said, in order to equalize equipment and crew turns. Train 619, which ran daily except Sat, will operate daily, leaving Philadelphia at 9:30pm, 35mins later than before.....

NEW ENGLAND METROLINERS will get new morning and evening menu selections on Apr 24. These will be rotated for variety on a twice-monthly schedule. The additions include: apple blintzes and potato pancakes; club car omelet with corn fritter and apple raisin compote; Belgian waffle with strawberry topping; roast chicken with wild rice stuffing; baked filet of scrod; and chicken Cordon Bleu. New York departure times are changed to 8am and 5:16pm, and a stop at Route 128 in suburban Boston is added.....

A SECOND DOME on the CAPITOL LIMITED was to go into service on the eastbound train on Apr 9.....

THE REAL PEOPLE television filming on Amtrak will be done on a special train, and not on extra cars on a regular train, NARP said. Tentative schedule for the train is: Chicago-Cleveland vis Detroit & Toledo May 22; Cleveland-Syracuse May 23; Syracuse-Boston May 24; and Boston-Washington May 25.....

★ ★ ★

AMTRAK EQUIPMENT PROTOTYPES will be built with a $11.7 million fund approved by the Amtrak Board on Apr 20. Three single-level cars, two sleepers and one diner, will be built by 1985 and run for two years to get the bugs out. The sleeper design will have two deluxe bedrooms, one handicapped room, and 14 economy rooms. Each room will have a toilet, and the upper berths will have windows. Upper windows will also be designed into the 48-seat diner. Profile of the car will be rather similar to LRCs. When final ordering of cars is done after the run-in period, sleepers, diners, coaches and baggage cars will be ordered.....

MONTANA RAIL SUPPORTERS are pushing for the state legislature to approve house bill 694 before Apr 21 adjournment. The bill provides state 403-b aid to restore the NORTH COAST HIAWATHA. North Dakota, at the same time, is considering an appropriation to accompany a bill already passed.....

TEMPORARY TAMPA STATION will be put up while the old station is rehabilitated.....

53% COST RECOVERY this year is Graham Claytor's aim for Amtrak.....

PHILADELPHIA-ATLANTIC CITY train restoral is bitterly opposed by intercity bus companies, NARP reports. To support the restoral, contact Hon. William Lehman, Chairman of the House Transportation Appropriations, Washington DC 20515.....

COMPLIMENTARY NEWSPAPERS may be given to Amtrak dining car patrons, according to a Claytor idea. Something to while away the time until their order arrives, we suppose. How about the Sunday New York Times?.....

THE OHIO ARP is urging FRA to deny the Conrail plan to downgrade 112 miles of Pittsburgh-Columbus mainline between Steubenville and Newark OH. The line is included in OARP's passenger train plan that has been given to the Governor.....

NARP URGES SUPPORT of House Bills 1727 and/or 1509 which provide grants for improving passenger train lines and stations.....

News in this issue is updated thru Apr 20, 1983.

RIO GRANDE (continued from page 4)

surface of the lake. By Apr 20 the wall of mud was 150 feet high, and it was clear that it would take a long while--perhaps months--before rail service could resume thru the area. The eastbound ZEPHYR of Apr 15 took a different detour route, on the UP to Denver. Subsequent RGZ runs operated only between Denver and Grand Junction, with bus to Salt Lake City. This truncated operation will continue until Amtrak takes over the service on Apr 24. Until the Rio Grande line is reopened, Amtrak will run its CALIFORNIA ZEPHYR on the present UP route thru Wyoming, with probably bus service for the major cities on the Rio Grande route. The last run of Rio Grande's RGZ will be on Apr 24, with operation from Grand Junction to Den-

ver. There was talk of the possible necessity of rebuilding the railroad track around the lake that has formed. Besides the Rio Grande, the main highway thru the area was blocked. The earliest possible date that the line could be cleared is estimated as May 8, but other estimates are for as long as four months.

QUOTES OF THE WEEK***

"As with most public-employee strikes, the public that suffered monumental inconvenience is left wondering why it took so long to reach such an obvious remedy. The inconvenience in this case was hugely disproportionate to the issue, demonstrating why the commuter lines need permanent legislation to guard against a repetition."

--New York Times editorial at end of rail transit strike, Apr 19.

SLIP OF THE MONTH CLUB***

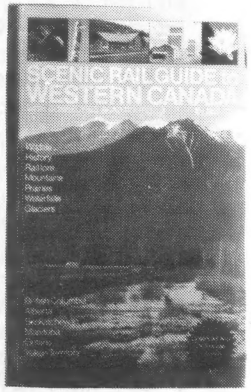
"On a summer evening approaching dusk, two teen-agers are walking to church for choir practice. They come to a set of railroad tracks near the Broad Street overpass. About 20 feet ahead, a passenger train has stopped. One of the boys hops across. The other ... trips and falls. The Amtrak liner Crescent City, lumbering in reverse, crunches to a halt on top of him."

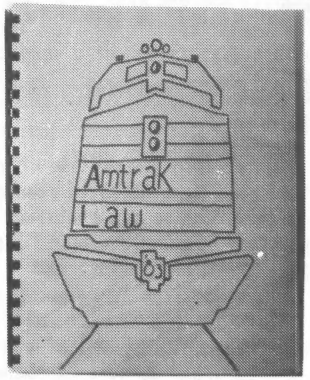
--Lou Chapman in New Orleans Times-Picayune, Apr 3.

(Crescent City? Lumbering? The train actually was the CITY OF NEW ORLEANS.)

BOOKS

Bill Coo, author of "Scenic Rail Guide to Western Canada", is Manager of VIA Rail Canada's Tour Programs. He worked with CP and CN for over 20 years, and he seems to know Western Canada inside and out. Having seen this book, I believe I wouldn't be without it when traveling in Canada. It covers not only Western Canada, but also the entire route of the CANADIAN, and it even goes into connecting highway trips you could make off the train lines. The 192-page 8½x5½ paperback is entirely in color and loaded with photos, maps, route guides of British Columbia, Alberta, Saskatchewan, Manitoba, Ontario and Yukon Territory. It tells you everything you'd want to know about the areas traversed. It's $6.95, published by Greey de Pencier Books, 59 Front St East, Toronto, Ontario, Canada M5E 1B3.





A lot of legislation has been passed over the course of the last 13 years establishing and modifying the National Railroad Passenger Corporation. I know of no other place where you can get quick access to all of this federal law except in the Amtrak Law volume put together as a labor of love by rail supporter Robert J. Swan (Box 1866, Long Beach CA 90801). The 1983 7th Edition is now available at a price of $25 postpaid. The whole law is there, all conveniently annotated and indexed! Amazing. Every rail supporter should have a copy of this 8½x11 volume. (Spiral bound, about 70 pages printed on one side for ease of updating, which Mr. Swan does continuously.)

CARS & CONSISTS

*D&RGW Ski Train, Winter Park to Denver CO, Feb 26: engine 3126, steam generator 251; cars 1231 bag-coach, coaches 1012, 1014, 1011, 1013, 1016, 1017, 1015, 1018. (450 psgrs, 15mins late at Denver.)

*INTERNATIONAL, VIA train 83, London, Ont., Feb 18: engine Atk 300; cars Atk 21150, 21245, 20235, 21266, 21210, VIA 361 & 362 (last 2 off at Sarnia).

*HUDSON BAY, VIA train 92-94, Churchill, Man., Mar 19: engines CN 9151 & 9153, VIA steam generators 15439, 15445, CN mechanical reefers 222626, 222625, 222608; cars CN baggage 9097, VIA baggage 9667, coaches 5439 & 5533, diner-bar 763, slpr "Edmonton." (CN reefers & baggage off at Thompson, Man., Mar 20.)

*UP Jr. Old Timers' Special, Las-Vegas-Salt Lake City, Salt Lake City Mar 30: engines 3396, 3421, 3620 (SD40's), steam generator-dorms 301 & 300; cars "Sun Ridge", "Sun Manor" (slprs), 5468, 5475, 5474, 5473, 5472 (coaches), 6203 (buffet-lounge), 5716 (beer-bar-bandstand), 4808 (diner), 4000 (cafeteria), 5000 (lunch counter-buffet), 6206 (buffet-lounge), dome coach 7006, coaches 5480, 5482, 5483, 5484, 5486.

*LAKE SHORE LTD, train 449, Boston Feb 24: engine 285; cars 28013, 25100, 25092, 2441 "Pacific Cove", 2903 "Pacific Bend", 1168. Same, train 448: engine 209; cars 28002, 25102, 25094, 4610, 2988 "Pine Dale", 1137.

*CRESCENT, train 19, Tuscaloosa Mar 24: engines SR 2709, Atk 259; cars 1129, 1621, 2431 "Pacific Forum", 4020, 4736, 4739, 4019, 4110, 3119. (Delayed at Tuscaloosa 55mins--speedometer on 259 not working; SR 2709 coupled on and ran to New Orleans.)

*SPIRIT OF CALIFORNIA, train 15, Sacramento Apr 12: engine 229; cars 1127, 2995 "Pine Brook", 28305, 21873, 21880, 21823.

RAIL FANTRIPS

Apr 30-May 1: Spring Railway Festival, California Railway Museum. $5, senior $3, child $2. 5848 State Highway 12, Suisun City CA 94585, midway betw Fairfield & Rio Vista on Route 12, 12.2 miles from Interstate 80. 707-374-2978 weekends.

May 6-8: Tad of Savannah Celebration; domeliner trip Miami-Savannah RT; Hilton Hotel; $180 up per person incl all meals enroute prepared aboard "Silver Chalet". Ex-CZ domes. Roger Schmorr, 7141 Taylor, Hollywood FL 33024; 962-0550. Limited.

Jun 11-12 & 22-23: Train tours to Columbia River Gorge, RT on PIONEER, lodging, etc. Fully narrated by rail expert & RTN contributor Carl Fowler. $138-145. Tacoma Travel Ctr, 1 Fountain Ct, 1201 Pacific Ave, Tacoma WA 98402. 206-572-5850

Jun 18: 1-day excursion Providence-New London RT on COLONIAL & former steamship MV "Yankee." Narragansett Bay Railway Society Rail & Sail Tour, 113 Sheldon St, Providence RI 02906. 401-272-6028 after 6pm. $19.95, child $11.75, lunch $5.

Jun 25 & 26: Cherry Festival Steam Special, day-long steam rides thru Ohio countryside. Lv Akron 8am, back 7:30pm. Incl 45-min photo run enroute to Bellevue. $35, $30 senior, $25 child. Rails Diversified of Ohio, Box 1567 Stow OH 44224.

Sep 3-4: Narrow Gauge Weekend; back-to-back excursions on Cumbres & Toltec and Durango & Silverton RRs. Rocky Mountain Railroad Club, Box 2391, Denver 80201.

Sep 17-27: Cruise Vancouver-Los Angeles on Cunard Lines "Cunard Princess" and visit North Cascades Ntl Park. L.A.-Seattle on STARLIGHT. Many other sightseeing features. Pacific RR Society Inc, Box 2768, Riverside CA 92516. 714-684-7458.

One Rail Fantrips listing is free. Send full info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709. When responding to listing, include SASE.

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - Tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

May 14-15, 1983--Toledo-Bellevue, Ohio--Roundtrips using NKP 765 and 17 cars. First excursion train over this part of the old Wheeling & Lake Erie mainline in 34 years. Open & closed coaches--$23 adult, $15 children--First class pullman space $35. Write Mad River & NKP RR Society, PO Box 42, Bellevue OH 44811.

Sep 17-25, 1983--Third Annual Western Rail Tour. Departs Sandusky OH. Amtrak to Colorado. Visits all Narrow Gauge operations & rides Rio Grande's ZEPHYR. Side trip to Las Vegas. Visits Golden RR Museum & Georgetown. $769 per person. Write: Mad River & NKP RR Society, PO Box 42, Bellevue OH 44811.

RAILROAD INFORMATION. 5-7 pages of NEW ENGLAND model railroad shows, railfan days, tourist railroad and rail excursion schedules. Send $3.00 for 4 issues (75¢ for sample issue) to RAILROAD INFORMATION, 77 Horne St., Dover NH 03820.

SEE OUR RAILROADIANA items, china, glasses, silver, linens, timetables, rules, etc. at Railroadiana Show, Howard Johnsons, 3839 S. Topeka, Topeka KS April 23; Lone Star RRiana Show, Will Rogers Mem. Center, Ft. Worth TX May 1; Eighth Annual RRiana Show, Miller Park Pavilion, Bloomington IL May 15; Mile High Railfair, Jefferson County Fairgrounds, Golden CO, adjoining Denver, July 16, 17. Jim and Elaine McClellan, 1752 S. Wichita, Wichita, KS 67213.

DELAWARE VALLEY RAILS, the 192-page railroad and rail transit guide to the 15-county Philadelphia region. Amtrak, suburban, trolleys, freight, industrials, etc. 25 rosters, 90 photos, 15 maps. $11.50 (Pennsylvanians add 69¢ tax). $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090.

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"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

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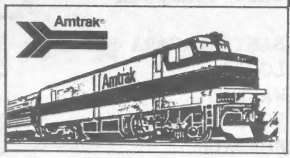

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AMTRAK RIDERSHIP FIGURES

FEBRUARY 1983 FIGURES--SECOND COLUMN IS % INCREASE (DECREASE) OVER 1982

METROLINERS	73,832	(12.7)
NORTHEAST CORRIDOR CONVENTIONAL	408,448	(8.7)
NEW ENGLAND METROS	6,017	.0
NEW HAVEN-SPRINGFIELD	16,506	(.7)
NEW YORK-PHILADELPHIA	171,556	4.8
PHILADELPHIA-HARRISBURG	63,413	(3.2)
NEW YORK-HARRISBURG	20,233	(18.1)
TOTAL NORTHEAST CORRIDOR	760,005	(5.3)
NEW YORK-ALBANY-NIAGARA FALLS	55,744	(5.9)
CHICAGO-ST.LOUIS	16,459	(23.3)
CHICAGO-MILWAUKEE	9,444	(5.3)
CHICAGO-DETROIT-TOLEDO	24,804	(18.4)
CHICAGO-CARBONDALE	10,737	(24.5)
CHICAGO-QUINCY	5,183	(4.4)
LOS ANGELES-SAN DIEGO	80,829	(12.5)
SEATTLE-PORTLAND	2,808	(15.7)
WASHINGTON-MARTINSBURG	15,478	(20.7)
OAKLAND-BAKERSFIELD	11,352	(2.9)
NEW YORK-MONTREAL	4,127	(4.6)
CHICAGO-PORT HURON-TORONTO	7,097	(2.3)
MINNEAPOLIS-DULUTH	2,128	(40.9)
CHICAGO-VALPARAISO	18,451	(19.7)
CHICAGO-INDIANAPOLIS	2,637	(15.9)
CHICAGO-KANSAS CITY	6,533	9.0
PHILADELPHIA-PITTSBURGH	4,838	(33.3)
PORTLAND-EUGENE		.0
LOS ANGELES-SACRAMENTO	5,350	(11.3)
MIAMI-TAMPA	4,668	.0
TOTAL SHORT DISTANCE	288,667	(12.0)
WASHINGTON-MONTREAL	8,507	(14.3)
NEW YORK-FLORIDA	54,222	4.6
CHICAGO-NEW YORK/WASHINGTON	14,506	(14.8)
CHICAGO-CIN-WAS-NEW YORK	3,099	(35.3)
CHICAGO-SEATTLE/PORTLAND	21,273	(6.1)
CHICAGO-OAKLAND	24,973	(1.6)
CHICAGO-LOS ANGELES	11,625	(18.5)
CHICAGO-NEW ORLEANS	11,454	(21.4)
CHICAGO-TEXAS	3,840	(23.7)
LOS ANGELES-NEW ORLEANS	3,419	(27.0)
LOS ANGELES-SEATTLE	23,771	(6.9)
CHICAGO-NEW YORK/BOSTON	19,856	(6.5)
BOSTON-NEWPORT NEWS	4,649	1.0
NEW YORK-SAVANNAH	7,494	(25.4)
SEATTLE-SALT LAKE CTY/CHICAGO	7,732	(25.2)
NEW YORK-NEW ORLEANS	14,186	(13.6)
LOS ANGELES-OGDEN-CHICAGO	6,751	(21.6)
TOTAL LONG DISTANCE	241,357	(9.6)

Here are the latest Amtrak ridership figures released--for the month of February, 1983. The January figures appeared in RTN #263.

The system total of ridership for Feb was 1,299,701 for a drop of 7.8% from Feb of 1982. Special train ridership was 9,672 for a drop of 17%.

February was the first month that the All Aboard America discount fares were in effect, and patronage showed a much better performance than January, being down 7.8% instead of the 12.9 of January. All categories of ridership improved, but especially long distance, which was down only 9.6%, compared to 20.8% in January. Given that the discount fare promotion would take some time to catch on, one would expect that March will prove to be still better than February on a comparative basis.

The blank in the Portland-Eugene slot indicates the discontinuance of the WILLAMETTE VALLEY trains. The Miami-Tampa trains are too new to have a comparison figure from last year

Pleasant correction!
It's the 1983
7th Edition of the
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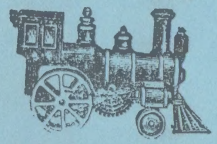

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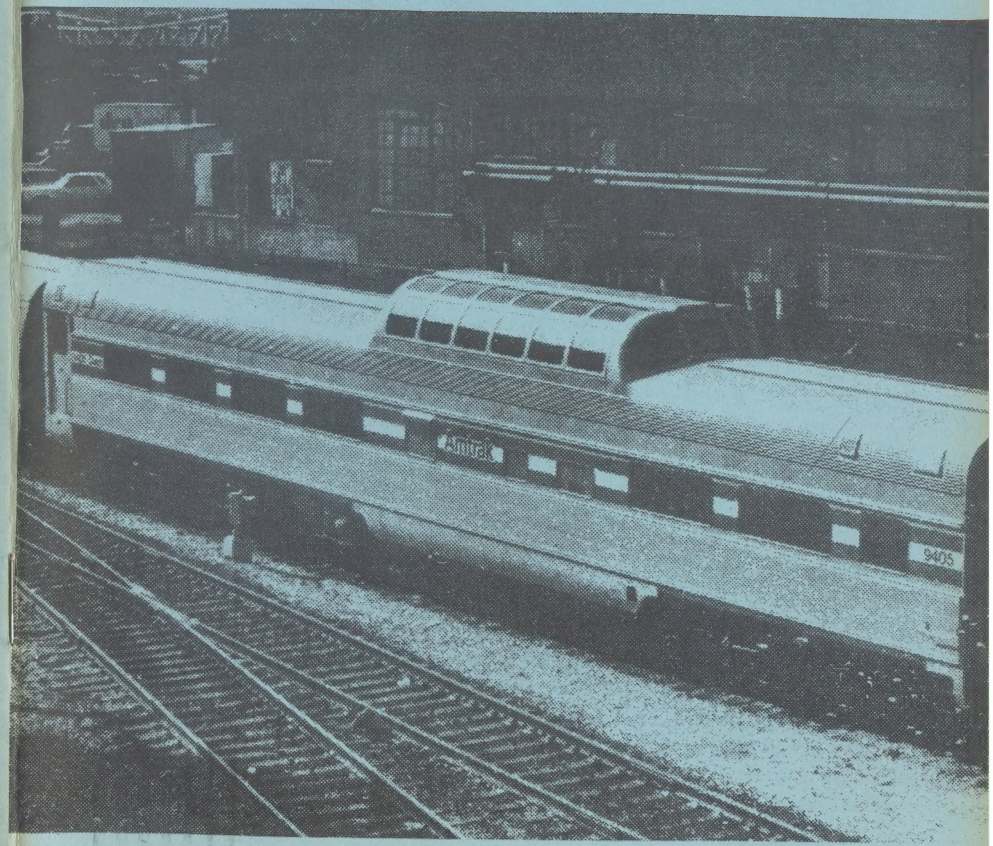

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